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REPORT OF THE TECHNICAL CONSULTATIVE MEETING ON ROADS, MARITIME TRANSPORT AND PORTS FOR THE COUNTRIES OF NORTH AFRICA, EAST AFRICA AND THE ISLANDS OF THE INDIAN OCEAN

Antananarivo, Madagascar

15 to 17 March 1984

A. ORGANIZATION AND ATTENDANCE

1. The Technical Consultative Meeting with donors on projects in the fields of roads, maritime transport and ports for the countries of North Africa, East Africa and the islands of the Indian Ocean was held from 15 to 17 March 1984 at Antananarivo, Madagascar at the invitation of the Government of the Democratic Republic of Madagascar.

2. Representatives of the following attended the meeting:

(a) Member States: Algeria, the Comoros, Djibouti, Ethiopia, Madagascar, Kenya, Seychelles and Uganda.

(b) Donor countries: China, France, the Federal Republic of Germany, India, the Netherlands, Yugoslavia and Poland.

(c) Financial institutions: United Nations Development Programme (UNDP), the World Bank (IBRD), the European Development Fund (EDF), Caisse centrale de coopération économique (CCCE).

(d) Inter-governmental organization: Port Management Association of Eastern and Southern Africa (PMAESA).

B. OPENING OF THE MEETING

3. The meeting was opened by the Hon. Mr. Bedo Joseph, Minister of Transport, Supply and Tourism of Madagascar.

4. In his opening statement, Mr. Joseph welcomed all participants on behalf of the President, the Government and the people of Madagascar and expressed the hope that the discussions of the meeting would yield fruitful results.

5. He then recalled the origin of the United Nations Transport and Communications Decade in Africa as well as the role played by ECA, UNDP and other international organizations in implementing the Decade programme. In order to mobilize the funds needed for its implementation, four technical consultative meetings had already been organized.

6. The world economic recession had adversely affected the aid provided by developed countries for the first phase programme of the Decade: the donors had provided only $1.8 billion out of the $15 billion required to implement the programme while African countries had provided about $5.2 million. The time had come to make an objective review of the results of the first phase and find out why donors were not interested in the projects submitted in order to find remedial action and chart a new course for the implementation of the second phase programme.

7. He wondered how the interest of financial organizations could be attracted without first carrying out feasibility and economic studies and whether a study of first phase projects would make it possible to assess their impact on island and land-locked countries. He also wondered whether the projects of those disadvantaged countries could be integrated into the overall activities of African countries to achieve harmonious and balanced regional economic development.

8. Maritime transport was vital to his country with respect to both coastal and international transport. For some regions of the country which were virtually land-locked because of a lack of land transport facilities, the sea was the only means of transport, hence the need to organize transport properly and provide adequate port facilities. His Government had therefore prepared a programme of priority investments for the rehabilitation of port facilities and the replacement of handling and signalling equipment. Six of the major projects in the programme were in the road, maritime and harbour sectors. A study on sea links financed by France, which would soon be submitted, would permit an assessment of the economic viability of the various projects.

9. He then appealed to donors to understand the projects of the disadvantaged countries, particularly the projects of Madagascar which could not benefit from projects with a regional and subregional impact, because of its position as an island. He ended his statement by declaring open the fifth technical consultative meeting on road and shipping projects for North Africa, East Africa and the Islands of the Indian Ocean.

10. Prof. Adebayo Adedeji, United Nations Under-Secretary-General and Executive Secretary of the Economic Commission for Africa, thanked His Excellency President Didier Ratsiraka, his Government and the people of Madagascar for having agreed to host the meeting. The present meeting ought to have been held in 1983 before the end of phase I of the Transport and Communications Decade but had had to be deffered to 1984 for unavoidable reasons.

11. The purpose of the meeting, as had been that of the four previous meetings was to provide a forum at which African officials and those of donor countries and financial institutions could exchange information and views on a selected number of projects so that agreement might be reached on those projects which might be followed up bilaterally after the meeting. Technical consultative meetings were different from pledging conferences in that there were no binding commitments expected from donors. All that was expected was expressions of interest in projects whereupon the onus would be on African Governments to follow up the indications of interest after the meetings.

12. The idea of technical consultative meetings had been suggested by some donors as it offered a better means of dialogue between them and African Governments. Experience had shown that technical consultative meetings had indeed been beneficial as during the previous four meetings donors had indicated interest in projects costing $940 million. He hoped that interest from donors would be forthcoming for more projects at the present meeting.

13. He then gave an overview of the number of projects and the financing required for them in the roads, maritime transport and ports subsectors. For roads, there was a growing awareness that the greatest problem facing Africa was the maintenance and rehabilitation of existing roads. Since the root of the problem was often the absence of trained manpower for maintenance administration and the necessary equipment for maintenance, he hoped that donors would react positively to the request of African countries for assistance to overcome that problem. Another concern was the speedy implementation of the various trans-African highways, four of which traversed the countries of North and Eastern Africa. The roads were of vital importance for the physical integration of African countries and for facilitating economic co-operation among them.

14. In the field of ports - another very important area - serious problems still facing African ports were congestion, inefficient port operations and under-utilization of available capacity. Ports were of particular importance in East Africa since all the ports of that subregion served not only the countries in which they were located but also the land-locked countries in their hinterland. In the Indian Ocean islands, domestic and international trade accounted for a major part of their long-haul traffic. There was thus a need to construct or improve the secondary and lighterage ports to enable them to receive and redistribute long-haul goods. It was for that reason that each and every one of the island countries had submitted port projects needing international support.

15. He concluded by pointing out that African Governments had already amply demonstrated their total commitment to the implementation of the Decade programme by providing 75 per cent of the resources required for financing the first phase projects. They were now looking up to the international community to meet them halfway to complete the task.

16. The representative of Ethiopia thanked, on behalf of all participants, the host country, the Democratic Republic of Madagascar, for agreeing to host the meeting and for their traditional hospitality and courtsey extended to all participants since their arrival.

17. Transport was a very important item on the development plan of each and every African country and was a pre-requisite for the development effort of all other sectors of the economy, be it agriculture, industry or rural development in general, and was vital for the integration and unity of the African continent.

18. Participants were indebted to the Executive Secretary of ECA and his staff for making all the preparations for the meeting. Finally, he asked the Chairman to convey, in the name of all participants, the heartfelt gratitude of all participants to the Head of State, and through him to the people of Madagascar, for making it possible for the meeting to be convened in Antananarivo.

C. PRESENTATION OF THE PROGRAMME TO BE CONSIDERED BY THE MEETING

19. A representative of the ECA secretariat introduced the programme of all the projects to be considered during the meeting.

20. He pointed out that in the roads subsector the projects were in respect of two important aspects of road development in Africa, namely the trans-African highways and their feeders and roads for the benefit of land-locked countries. Four projects were sections of the Cairo-Gaborone Highway and six of its feeder roads. The Lagos-Mombasa Highway was represented by three projects while two projects were sections of the projected N'Djamena-Djibouti highway. A fourth highway was the Lagos-Tangier highway with one project having sections both in Morocco and Mauritania. The total length of these roads was 5.092 km at a cost of $800 million out of which assistance of $468 million was being requested from donors. Sixteen projects in the programme before the meeting were sections forming part of a network providing land-locked countries with access to sea ports. These projects were of the utmost importance since they were for the transport of exports and imports of these countries. A road project of somewhat different character was the study of a link between Africa and Europe through the Strait of Gibraltar. The remainder of the road projects were of purely national character but of high priority for the countries submitting them.

21. The shipping subsector was represented by six projects of which four were for technical assistance and training aimed at equipping African countries with facilities necessary for the efficient training of the personnel required for operating their fleets. The other two projects were concerned with acquisition of equipment for reinforcing national shipping fleets.

22. In the field of ports there were five projects relating to studies including four subregional projects aimed at finding solutions to problems common to the entire subregion such as collaboration in combating marine pollution and planning the development of North African ports in order to determine the number and location of container and Ro/Ro terminals. Furthermore, there were four technical assistance and training projects intended to provide the countries either individually or at the subregional

level with facilities for training personnel for port operations, maintenance of installations and equipment and port development planning. Finally, there were 22 projects relating to the improvement of port capacity by providing the purchase of port handling and haulage equipment, container handling equipment, construction of repair yards, specialized quays for tankers and bulk carriers and the construction of container and Ro/Ro terminals, etc.

23. Althoughter the programme before the meeting consisted of 38 road projects costing $1.05 billion out of which $653 million was yet to be financed. There were also six shipping projects at a cost of $511 million with a financing shortfall of $353 million. Finally, for ports the first phase programme for the two subregions had consisted of 50 projects but 21 of these had been completely financed or been postponed to phase II. The projects before the meeting requiring external support were thus 29 which were estimated to cost $1.15 billion with $711 million yet to be financed.

D. GENERAL DISCUSSION

24. Mr. Saleh Abdellah Kamra, Chairman of the Port Management Association of Eastern and Southern Africa outlined the main common problems facing the ports of the subregion which served a population of about 160 million. He listed the main facilities in those ports and said they were archaic and inadequate. Since the drop in productive capacity had been mainly due to poor management of harbour equipment top priority had to be accorded to staff training.

25. The measures envisaged by PMAESA included in the main: training of trainers; modernization or establishment of national training centres; strengthening of the Mombasa subregional centre; the holding of more seminars; and sending senior staff abroad for training.

26. Twenty-six port projects costing a total of $692 million had been identified for consideration by donors at the meeting; 35 per cent of the financing had already been secured. In spite of world inflation, implementation of the programme could lead to an increase in GDP per capita because of a reduction in costs. He then thanked donors for the interest they had shown in the port problems of Africa and also thanked the people of Madagascar for their warm welcome.

27. The representative of France in his turn also thanked the Government of Madagascar for its welcome and noted the importance that African Governments accorded to the efficient management of transport services. The foreign assistance programme of France reflected the concern for maintenance and improvement of existing facilities, the renewal of outworn ones, training of personnel, efficient management, co-ordination of various transport modes and co-operation among States. French aid was provided through various mechanizations:

(a) The Fonds d'aide et de Coopération (FAC) provided capital assistance to 25 African countries south of the Sahara which had special relations with France;

(b) The Caisse centrale de coopération économique (CCCE) gave loans to those same 25 countries as well as to eight other African countries;

(c) For the other African countries, special financing agreements could be entered into with the Treasury;

(d) COFACE exists to guarantee private investment loans. For countries not bordering the Mediterranean, French financing amounted to FF 1.45 billion for six years, mainly in the railway and civil aviation subsectors.

28. The details of French bilateral assistance programmes were negotiated with the recipient countries during meetings of joint commissions held about every two years.

E. CONSIDERATION OF PROJECTS

29. The meeting decided to consider the projects in the following order:

(a) Road and road transport projects;

(b) Maritime transport projects;

(c) Port projects;

(d) Additional projects presented by countries during the meeting.

(a) Roads and road transport projects

Examination of project profiles

30. Professor Adedeji, in introducing this aspect of the meeting, proposed that the projects for roads, maritime transport and ports be presented by countries present, after which donors would have an opportunity to indicate their interest in those particular projects. He reminded participants that the programme of work had provided adequate time on Friday afternoon for more detailed exchanges of information and follow-up of projects, between donors and member countries. The procedure proposed was then adopted by the meeting and the following projects were examined in the order presented.

ROP-25: Construction of the Azezo-Metema road

31. The representative of Ethiopia, in introducing this project, said that it formed a section of Cairo-Caborone Trans-East African Highway within Ethiopian territory, and was estimated to cost $42 million with an external component of $31.5 million out of which $1.26 million was sought for studies. EDF had been requested to consider financing it as a joint regional project with the Sudan.

32. The representative of the European Development Fund said his organization was aware of, and interested in the project and had included it in its regional indicative programme. He said that a formal joint request by Ethiopia and the Sudan was required, before the fund would entertain actual financing of the study of the road.

ROP-27: Provision of workshop equipment and tools to NATRACOR

33. The representative of Ethiopia said that the National Transport Corporation (NATRACOR) was the major transport corporation in the country, solely responsible for inland transport by road; and a workshop facility, complete with adequate tools was required at a cost of $24 million, of which external financing was $9 million, to enable it to provide effective and efficient transport services.

ROP-145: Strengthening of the Mille-Assab road

34. The representative of Ethiopia in introducing the project, said that the road formed a segment of the Addis Ababa-Assab highway, which was the major outlet of the country. External financing in the amount of $18 million, out of an estimated total cost of $30 million, was required to widen the road and strengthen the major structures therein, and that the World Bank had been approached to assist.

35. The representative of the World Bank said that as Ethiopia was one of the recipients of the recently applied method of financing transport projects by sector rather than individual projects, he would bring the project to the attention of Headquarters for possible consideration in the sector financing programme of Ethiopia.

ROP-147: Construction of the Tepi-Gore road

36. The representative of Ethiopia explained that this road would provide access to the rich agricultural areas of Kaffa and Ilubabur provinces well known for their coffee production. He said that the African Development Bank has been approached to provide assistance to improve the road to a modern earth standard at a cost of $25 million of which bilateral financing would amount to $19 million.

ROP-148: Construction of the Nekempti-Bure road

37. The Ethiopian representative said this project constituted a much needed circular connection to an otherwise radial pattern of road network in the country, and also opened up the agriculturally rich Anger valley. The project would cost $45 million of which the external component required would be $27 million. Studies had been completed and negotiations were on-going with the World Bank for construction.

38. The representative of the World Bank said he would convey the information to World Bank Headquarters for consideration under the transport sector financing arrangement of the World Bank.

ROP-149: Technical assistance training and studies for NATRACOR

39. The representative of Ethiopia said the project constituted technical assistance and expert manpower for training of local personnel in the National Road Transport Corporation, to improve acute shortages of skilled manpower, especially as regarded management and control of transport, at a cost of $4.2 million of which $3.6 million formed the external financing required.

40. The representative of the EDF said that Ethiopia was a recipient, under the existing Convention of about $4 million for training, of which some funds remained unexpended. He suggested that Ethiopia utilize the unexponded funds to implement, even partially the NATROCOR project, which could then be completed in 1985, when additional funds would have been made available under a new Convention.

41. The Executive Secretary thanked the EDF for its positive and concrete suggestion, and said that that was the best possible solution pending successful negotiations at the sucessor to Lomé II Convention.

42. The representative of Kenya introduced his country's two road projects as follows:

ROP-37/2: Lodwar-Sudan border road (244 km)

43. The Government of Kenya had obtained total financing for the project from the African Development Bank (ADB), the European Economic Community (EEC), the Saudi Fund and USAID: $53.4 million.

ROP-39: Reconstruction of Lagos-Mombasa Trans-African Highway

44. The project is to be implemented in sections. At present work is going on or completed in five sections covering a length of 205 km. The Government has prepared a highway sector plan in co-operation with the World Bank covering the period 1985-1988. In the plan all the viable sections of the highway have been included and the World Bank has agreed to finance two sections, 72 km in length for £ 10.8 million. The EDF had also pledged to assist in the construction of another section of 39 km in an amount of £ 6.7 million. That leaves three sections of 35 km, 61 km and 28 km respectively. The three sections require funds to the tune of about $22 million.

45. The representative of EDF stated that his institution was interested in opening up the land-locked countries of Uganda, Rwanda and Burundi by developing the road network. In the regional programme of Lomé II there was an allocation of 30 million ECU or about $24 million for the northern corridor. EDF was interested in the Mombasa-Malaba section of the road. There was a figure, which was purely indicative at this stage of about $7 million earmarked for assistance to the road.

ROP-93: Upgrading to bitumen standard of the Tulear-Andrevo-Tanandara Road (210 km)

46. Following the revision of the investment programme, the representative of Madagascar requested the withdrawal of the project.

ROP-94: Training of transport management personnel

47. The project involved providing three fellowships a year for three years to transport management personnel. Madagascar did not have the facilities needed for that type of training. The project, which cost $0.3 million, was to be wholly financed by external sources.

48. The representative of EDF said that the project could be included in the indicative programme, especially in the training component. Details could be provided later on by the local representative of his organization.

49. Mauritius had submitted the following projects for consideration:

ROP-108: Phoenix-La Vigie-Mahebourg road construction

50. This is a short stretch of road of strategic importance serving an extensive commercial and residential area. It suffers from traffic congestion, and has one of the highest traffic accident records of the island.

51. This project is a phased-construction proposal; and studies are at an advanced stage.

52. The improvement work, consisting of the widening of the road to a normal two-lane highway and strengthening of the pavement structure, is estimated to cost $32.4 million, for which external aid of $20.3 million is required.

53. The representative of France said that EDF and FAC were jointly financing the Phoenix-La Vigie section of the road in the amount of FF 53 million, of which FF 18 million was FAC funds, and a FF 2 million local input by Mauritius.

ROP-112: Replacement of part of the motorbus fleet and the establishment of central maintenance workshop

54. The project provides for the acquisition of 50 buses, initially, to accommodate the increasing number of passengers and to replace old equipment that should be written off. The parastatal National Transport Corporation which operates bus services, mainly in the central area, needed to procure new equipment and to modernize workshop facilities if it was to meet increasing transport demand in the country. The project would benefit one of the most densely populated countries in the world.

55. The estimated cost is $1.5 million all of which was being requested from external sources.

ROP-114: Technical and financial assistance for the provision of vehicle testing equipment

56. The objective of this project is to improve the safety of road traffic by improving vehicle inspection. The project consists of equipment procurement for a new vehicle testing centre since existing facilities are no longer considered adequate to accommodate demand, especially for larger vehicles. The project would cost $250,000 out of which $50,000 was for the training of personnel. The financing of the entire amount was being requested from external sources.

57. Morocco had submitted three projects for consideration:

ROP-104: Construction of the Aaiun-Bu Craa-Akjoujt road

58. This project is part of the trans-African highway from Lagos to Tangier and leads out to Europe through the Strait of Gibraltar, and hence is regional in nature.

59. The project would cost $125 million in aggregate, including $2.5 million for studies; and $80 million for phased construction is requested from external sources.

60. The project constitutes the missing link in one of the important subregional corridors connecting West Africa to North Africa.

ROP-105: Feasibility study on alternative means for crossing the Strait of Gibraltar

61. This project aims at advancing further the current initiative of Morocco, Spain and the United Nations to study the realization of a permanent structure that would connect permanently the continents of Africa and Europe by means of fixed connection across the Strait of Gibraltar. Further studies (economic, legal, geological, geotechnical, geophysical) would be required. The initial cost of the Moroccan side is $4 million, all in foreign currency.

62. The representative of EDF said that his institution had decided to provide $180,000 for financing the initial stages of the study under the second protocol signed with Morocco.

ROP-106: Establishment of an African centre for the training of mechnical equipment operators

63. Morocco is offering to host, in this project, the establishment of an African training centre for equipment operators. Thousands of kilometres of roads are built in Africa with machine-intensive methods utilizing imported bulldozers, graders, crushers and dump trucks. Many of these expensive machines are deadlined prematurely because of lack of trained and skilled manpower. A training institute such as is proposed by Morocco would save African countries much-needed foreign exchange.

64. The project is costed at $24 million, with a $21 million foreign assistance component.

65. The representative of Seychelles introduced the two projects of his country. Although the cost was small, it was beyond the means of the Government as its limited resources were being deployed towards other equally pressing projects.

ROP-115: Installation of guard rails and improvement of road markings

66. The objective of the project is to improve road safety by installing protective barriers and painting white lines along shoulders at dangerous parts of the roads. The project will contribute not only to the improvement of road safety but also to a marked decrease in the number of accidents. The cost of the project is $430,000 and financing is being requested from external sources for the entire amount.

ROP-116: Improvement of urban roads in Victoria

67. The project involves the construction of pedestrian sidewalks in densely populated areas with a high traffic density. Population growth and an increase in the number of motor vehicles (5,000 at present) have led Seychelles authorities to rapidly develop the country's road network, but without adequate attention to the needs of pedestrians. The situation is now causing concern as in 1980, 45 per cent of the road accidents involved pedestrians. The project will contribute to the reduction of such accidents. The cost of the project is $770,000 all of which is expected to be financed with external assistance.

68. The Sudan had submitted seven projects for consideration.

ROP-22/1: Studies of the Khartoum-Egyptian border road

69. This road extending from Wadi Halfa to Khartoum is the major missing link of the Cairo-Gaborone Trans-East African Highway and is actually a project of the joint Transport Commission of the two neighbouring countries. As such, it should merit consideration as a regional project. The nature of the work envisaged is: technical and economic feasibility study and the design for improving the road to all-weather standard (the minimum standard required in the Trans-African Highways Programme). The road would stimulate agriculture and fisheries along the Aswan High Dam, and also mining and immigration. It would hence provide much-needed employment opportunities. It is estimated to cost $8.2 million, with a little less than 50 per cent, or $4 million, in foreign exchange.

ROP-64/1-ROP-31/1: Juba-Lodwar: design and construction of major structures

70. This is a joint project of Kenya and the Sudan connecting southern Sudan with Kenya and providing an outlet to the sea through Mombasa.

71. It is an ongoing project, and costs are estimated at $6.5 million for design and $27.586 million for construction, or $34.086 million in all.

72. The project should attract regional funds since it is jointly promoted by the two neighbouring countries. A number of agencies including USAID, the Saudi Fund, the Norwegian Agency for International Development (NORAD) and others are involved in the initial ongoing stage of implementation.

73. The representative of Kenya informed the meeting that the project had been completely financed on the Kenya side.

ROP-64/2: Juba-Kapeta, construction of roadway

74. This is a continuation of the previous project to provide funds for the phased construction of the roadway proper, after the completion of major structures.

75. The estimated cost is $14.8 million, with a foreign component of $11.8 million. It is a joint project that merits regional funding and co-financing by several institutions. (The second stage, for paving, is estimated to cost $27.7 million).

76. The representative of EDF said that his institution was interested in the projects and was studying possibilities for financing a section of the road.

ROP-65: Studies of the El Geneina-Zalengei road

77. This projects forms part of the planned N'Djamena-Djibouti trans-African highway and would provide outlets to the Red Sea and the Indian Ocean for Chad.

78. Studies are estimated to cost $3.8 million and all this amount is requested from external sources.

ROP-123: Construction of the Kosti-El Obeid road

79. The objective of this project is to improve access to an area rich in agricultural development potential but also with heavy population density.

80. The project would cost $60 million with a $48 million foreign exchange component. Studies have determined the project to be highly viable.

ROP-124: Construction of a new building for Sudan Roads and Bridges Public Corporation

81. The Sudan Roads and Bridges Public Corporation, with its facilities scattered at various locations in Khartoum, would like to establish its new headquarters premises at the outskirts of the city where additional facilities for training, material testing, vehicle repair workshops and spare parts warehouses could be provided.

82. The project is estimated to cost $9.25 million with a foreign exchange component of $7.25 million.

ROP-125: Study of local materials for road construction

83. This project is for a nation-wide survey to determine the location and availability of local road building materials, and would include production of geological maps, all at a total cost of $8 million, $6 million of which is in foreign currency.

83. The project would save the Government the time and money usually spent in searching for scarce road building materials for individual road projects; it would also benefit neighbouring countries that have similar terrain and soil conditions.

85. The representative of Uganda presented the four projects of his country.

ROP-70: Studies of the Mityana-Fort Portal road (241 km)

86. The project consists of updating the detailed engineering design which was completed in 1973. The estimated cost is $2.75 million, all of which is requested from external sources. This road is part of the Uganda section of the Lagos-Mombasa Trans-African Highway, the only section through Uganda which remains to be reconstructed to Class I bitumen standards. It is therefore important that funds be found to complete this section.

ROP-182: Reconstruction of the Ntungamo-Kagitumba road (35 km)

87. The objective of the project is to reconstruct the existing poor gravel road leading to the Rwandese border to bitumen standard. In addition to providing an all-weather road between Uganda and Rwanda the project will also facilitate the transport of agricultural produce from the area. The estimated cost of the project is $8.5 million but this figure can only be verified after the engineering design is completed.

88. The representative of EDF said that since the road was part of the northern corridor, it qualified under EDF's regional indicative programme. An amount of $400,000 had been earmarked for studies out of the $25 million allocated to the northern corridor.

ROP-183/1: Rehabilitation of the Lyantonde-Mbarara road (75 km)

89. The project aims at rehabilitating one section of the trunk road from Kampala to the Rwanda and Zaire borders. The construction works will include the reconstruction of the sections that have failed, the repair of the surface and the laying of a bitumen surface.

90. The estimated cost of the works is $15.50 million made up of $0.50 million for studies and $15 million for construction.

91. The International Development Association (IDA) has already provided funds for the engineering studies which are now complete. However, the Bank has indicated that it may be necessary to find co-financiers for the reconstruction of this section. It is therefore hoped that EDF and any other donors will consider the co-financing of this project.

ROP-183/2: Rehabilitation of the Mbarara-Ntungamo road (84 km)

92. The rehabilitation envisaged will consist of reconstructing the sections that have failed, repairing the surface and shoulders and laying a bitumen surface. The estimated cost was $22.27 million. The IDA, as in the Lyantonde-Mbarara section has provided funds to the tune of $0.7 million to finance the engineering studies which are now in progress. Once again the Bank has indicated that it might be necessary to find co-financiers to finance the reconstruction of this section also.

93. The first four projects of the United Republic of Tanzania all serve land-locked Rwanda and Burundi, and provide alternative transit outlets for these countries through Mwanza and Kigoma, respectively.

ROP-66/1: Kobero-Rusomo highway has been designed, and construction would cost $20.2 million, with a $16.2 million foreign exchange component.

ROP-66/2: Rusumu-Lusahunga is under construction but still $10.2 million is required in external assistance.

ROP-66/3: Lusahunga-Bukoba has been designed and $9.00 million in external assistance would be required to upgrade the road to bitumen standard.

ROP-66/3: Bukombe-Isaka has also been designed and assistance is being sought in the amount of $20 million in foreign exchange for construction.

94. The total cost of these projects is $123.2 million, out of which a little over half of the amount or $63.4 million is being sought from external assistance, to provide a viable alternative transit route to land-locked Rwanda and Burundi, reduce transit costs, and ease the traffic congestion on the existing routes.

ROP-67: Reconstruction of Mutukula Lusahunga road

95. This project is concerned with the reconstruction of the road leading to Uganda to all-weather standard in order to provide that land-locked country with improved access to the sea and also improve access to Rwanda.

96. The project is estimated to cost $70 million, and has a foreign exchange component of $56 million.

ROP-68: Arusha-Dodoma-Iringa

97. This is a regional project, and the missing link in the United Republic of Tanzania of the Cairo-Gaborone Trans-East African Highway. The request is for funds to complete ongoing feasibility studies and engineering design, at a cost of $8 million, of which $4.9 million is required in foreign exchange.

98. This road passes through Dodoma, the planned new capital of Tanzania, and provide a shorter and more direct connection between Kenya and Zambia, thus avoiding the existing longer link through Dar es Salaam. It passes through a rich agricultural area that produces coffee, fruits, grain, livestock and phosphate.

ROP-69: Mwanza-Mukuyani (Mukuyuni-Oldeani)

99. This is a national project that has subregional impact, and constitutes a feeder road to the Cairo-Gaborone TEAH leading towards Lake Victoria.

100. The construction to bitumen standard would cost $22 million, out of which only $5.2 million is requested in foreign exchange.

101. The representative of EDF made the following remarks regarding the projects of the United Republic of Tanzania:

ROP-66/1: EDF was financing studies of the Kobero-Rusumo road.

ROP-66/2: He thought the African Development Bank was financing Rusumo-Lusahunga.

ROP-66/3: The Lusahunga-Bulkombe highway is included in the EDF indicative programme for partial financing.

ROP-66/4: It is possible that some other financial institution might have indicated interest in the Bukombe-Isaka project.

MMP-35-001: Construction of warehouses for Rwanda transit goods at Isaka (Tanzania)

102. This project, Rwanda's sole submission, concerns the construction of sheds and storage areas at the Isaka rail-head, and the supply of cargo handling equipment, to be completed simultaneously, if possible, with the ongoing road construction project between Rwanda and Isaka, to provide Rwanda with the necessary storage facilities at the terminal for trans-shipment of goods to and from Dar es Salaam. The project is estimated to cost $9 million, all in foreign exchange.

103. The representative of EDF said that financing of the project was under consideration as part of the central corridor package.

Reconstruction of the Djibouti-Ethiopia border road (250 km)

104. This is part of the Dakar-Djibouti trans-African highway and is part of the feeder network to the Cairo-Gaborone Trans-East Africah Highway. The work consists of strengthening the pavement structure and widening the roadway to acceptable international standards. The IDA has been approached to provide funds for studies. The road would cost $21.57 million to construct, and the whole amount is being sought from external sources.

Rehabilitation of Dikhil-Aseyla road (38 km)

105. The project consists of the upgrading of an earth road to all-weather standard in order to open up the Lake Abbe area for agricultural and geothermal energy development. The IDA was considering financing technical studies of the project and construction is estimated to cost $8 million. The whole amount is being sought from external sources.

Improvement of the Randa-Dorra road (50 km)

106. The project consists of upgrading an earth road leading to the district of Tadjoura for livestock development. The IDA will undertake technical studies in 1984-1985. The estimated cost of the project is $11.3 million, and the whole amount is sought from external resources.

Upgrading of the Tadjoura-Obock road (75 km)

107. The project consists of upgrading an earth road to all-weather standard in order to enhance tourism development in the area of Tadjoura beaches and the Mabalas mountain. The IDA has indicated interest in financing the study of the project in 1984-1985. The estimated cost of construction is $17 million, and the whole amount is being sought from external sources.

(b) Maritime transport projects

108. The representative of Algeria introduced project SHP-48 on the purchase of a training ship. The project which cost $8 million was to be financed entirely from external sources.

109. The representative of Ethiopia introduced the two projects of his country. Project SHP-32 concerned fellowships for training maritime personnel abroad; the project, which cost a total of $3.6 million was justified by the current and projected shortage of qualified ship and shore personnel in the light of the development programme for the fleet; all the funds were to be secured from external sources.

110. Project SHP-33 on the purchase of four commercial vessels cost $120 million to be covered entirely from external sources; acquisition of the four vessels would complete the ongoing programme to renew and expand the merchant navy fleet.

111. Since Morocco, Somalia and the United Republic of Tanzania were not represented at the meeting, their projects were not introduced by their representatives. They were the following:

(a) SHP-50: Morocco: Purchase of commercial ships (cost $237 million including $218.7 billion from external sources);

(b) SHP-41: Somalia: Purchase of equipment and technical assistance for the Mogadiscio nautical training school (cost: $1.5 million to be secured entirely from external sources);

(c) SHP-42: United Republic of Tanzania: Assistance for the establishment of a national maritime school (cost: $1 million to be met entirely from external sources).

(c) Maritime port projects

112. Since the Port Management Union of North Africa was not represented, a representative of the ECA secretariat introduced the five projects of the Union stressing the importance of each one of them. They were the following:

(a) HAP-13/21/22: Study on port planning and development in North Africa (cost: $1 million to be secured entirely from external sources);

(b) HAP-19: Study of port handling operations (cost: $0.6 million, to be secured entirely from external sources);

(c) HAP-20: Establishment of a regional centre for port and maritime course instructors (cost: $5.3 million of which $4.7 million to be secured from external sources);

(d) HAP-23: Introduction of data-processing systems in North African ports (cost: $1 million to be secured entirely from external sources);

(e) HAP-60-004: Study on measures to reduce pollution from hydrocarbons in North African ports (cost: $0.3 million to be secured entirely from external sources).

113. The representative of the World Bank said that the projects were in line with the Bank's strategy emphasizing improved management and training and that the Bank was prepared to consider ways of providing assistance in that respect.

114. The representative of Ethiopia introduced the six port projects submitted by his country. Project HAP-35 on the reconstruction and extension of the port of Assab cost $135 million of which $18 million would have to be secured from external sources for implementation of the first phase. The capacity of the port, which was of crucial importance to Ethiopia, had become clearly inadequate.

115. Project HAP-36 on the rehabilitation of the ship repair yard at Massawa was estimated to cost $8.8 million to be secured entirely from external sources. Implementation of the project would enable the present slipway to be rehabilitated and thus permit maintenance work to be done on vessels.

116. The third Ethiopian project, HAP-37 on the reconstruction of nine international lighthouses was strongly supported by the representative of PMAESA because its implementation was urgently needed to ensure safety of shipping in Ethiopian ports. The project, which was estimated to cost $3.6 million, was to be financed entirely from external sources.

117. Project HAP-38 on the training of Ethiopian port staff cost $23.6 million of which $8.6 million was to be secured from external sources. The project was justified by the shortage at all levels of qualified port staff.

118. Making general comments on projects relating to training in shipping and ports, the representative of EDF said that the States concerned cu could, as part of the preparation of their indicative programmes, or as part of the regional programme present a joint request to some donors including EDF in order to mobilize funds for regional activities instead of making individual requests.

119. The representative of PMAESA said that his Association felt that Bandari College at Mombasa could train port staff for the subregion.

120. The fifth Ethiopian project, HAP-53, concerned the rehabilitation and expansion of the port of Massawa. The work, which was in three phases and cost $42 million to be secured entirely from external sources, was justified because of the increase in port traffic and the inadequacy of current facilities. Project HAP-54/55 on the purchase of handling equipment and port services for the ports of Assab and Massawa required financing of $42 million of which $35 million had to be secured from outside sources; the aim of the project was to improve the productivity of the ports which had outdated equipment and inadequate facilities.

121. The representative of Kenya presented project HAP-42 on the extension of the port of Mombasa estimated at $59 million of which $28.5 million was to be mobilized from external sources. The project was justified because of the increase in the volume of container traffic.

122. The representative of Madagascar presented the four projects of his country:

(a) HAP-63: Study on improvements of Malagasy ports (cost: $0.5 million to be financed entirely by external sources);

(b) HAP-64: Improvement of nautical conditions in Madagascar (cost: $20 million to be financed entirely by external sources);

(c) HAP-65: Purchase of handling equipment for Malagasy ports (cost: $25 million of which $2.5 million remained to be secured from external sources);!

(d) HAP-66: Provision of fellowships and on-the-job staff training (cost: $1.5 million to be secured entirely from external sources).

123. All the projects were justified by the findings of the study carried out by Bureau central d'études pour les équipments d'outre-mer (BCEOM); the study made a comprehensive analysis of shipping links in order to define priority action.

124. The representative of France said that the 1984 programme of co-operation with Madagascar had already been finalized during a joint meeting the previous January. He was not in a position to state for certain whether projects HAP-63 to HAP-66 would be included in that programme. The BCEOM study of maritime transport for Madagascar would be very carefully examined, and funding can only be made through the usual procedures.

125. The representative of the World Bank said that the projects were in line with Bank strategy to assist in rehabilitating infrastructure and improving its management, and that the Bank was prepared to consider co-financing assistance to Madagascar in its efforts to rehabilitate port facilities.

126. The representative of UNDP said that his institution was prepared to provide assistance at least in part, in respect of training and studies on projects HAP-63 and HAP-66, provided the Government of Madagascar includes it in its IPF. The Government should make a request to that effect.

127. Since Mauritius, Morocco and Rwanda were not represented the following projects were not introduced by the countries themselves:

(a) HAP-67: Mauritius: Construction of a grain wharf with silos and a flour hill at Port Louis (cost: $33 million of which $7.3 million was to be secured from external sources);

(b) HAP-97: Morocco: Expansion of Casabalanca harbour and construction of a container terminal (cost: 78.8 million of which $47.3 million was to be secured from external sources);

(c) HAP-108/1: Morocco: Expansion of the port of Mohamedia (cost: $138 million of which $56.4 million was to be secured from external sources);

(d) HAP-108/2: Morocco: Expansion of the port of Agadir (cost: $200 million of which $74 million was to be secured from external sources);

(e) HAP-108/3: Morocco: Expansion of the Port Jorf Lasfar (cost: $108 million; $74 million from external sources);

(f) HAP-118: Rwanda: Construction of a transit warehouse at the port of Mombasa (cost: $10 million to be financed entirely by external sources);

(g) HAP-119: Rwanda: Construction of a transit warehouse at the port of Dar es Salaam (cost: $7 million to be financed entirely by external sources).

128. Project HAP-69 was introduced by the representative of the Seychelles; it concerned the reconstruction of a jetty at Baie St. Anne and dredging. It cost $0.7 million to be secured entirely from external sources. Implementation of the project would facilitate maritime links among the islands of the archipelago.

129. Since Somalia and the United Republic of Tanzania were not represented the following projects were not introduced by the countries themselves:

(a) HAP-71: Somalia: Increase in productivity of all Somali ports (cost: $30 million; $27.5 million to be secured from external sources);

(b) HAP-72: Somalia: Expansion of the ports of Mogadiscio and Berbera (cost: $49.8 million; $5 million from external sources);

(c) HAP-73: Somalia: Training of port personnel (cost: $0.6 million to be secured entirely from external sources);

(d) HAP-48: United Republic of Tanzania: Expansion of Dar es Salaam harbour (cost: $108.9 million; $74.6 million from external sources);

(e) HAP-116: United Republic of Tanzania: Expansion of the port of Tanga (cost: $19.7 million; $10.5 million from external sources).

130. The representative of PMAESA introduced two additional port projects. The first concerned the financing of fellowships for the period 1985-1988; requirements for 1985, 1986 and 1987 amounted respectively to $179,000, $206,000 and $237,000 to be financed entirely from external sources, through grant funds. The second project concerned a feasibility study on a dredging pool in the subregion; the cost of the project was $0.5 million to be secured in its entirety from external sources, again through grant funds. The project was important in that it would ensure the co-ordination of national dredging programmes in order to reduce costs considerably.

131. An additional port project was also submitted by the representative of Madagascar on the rehabilitation and development of port infrastructure and superstructure following the findings of the study carried out by BCEOM. The project which cost $15.6 million was to be financed entirely from external sources.

132. The Chairman suggested that the new projects should be considered during the informal bilateral contacts envisaged outside the current meeting. Following a statement by the EDF representative, he reiterated the importance of the problems of maintenance and harmonization of national transport regulations.

F. CLOSURE OF THE MEETING

133. The Executive Secretary of ECA, then proceeded to give his evaluation of the meeting. In the roads subsector the meeting had considered 38 projects costing $1.05 billion with the external financing required amounting to $653 million. During the course of the meeting the cost of one project had been revised upwards by $2.2 million and four new projects had been introduced costing $57.87 million. The effect of these changes had increased the previous costs of the projects from $1.05 billion to $1.11 billion.

134. From the information provided during the meeting it emerged that an additional amount of $88.7 had been secured before the meeting but had not been included in the amount known to have been secured when the documents were prepared. The amount of financing required, at the start of the meeting, was therefore in reality $624.3 million and not $653.0 million. A number of donors gave information on the projects in which they were intending to participate and these indications of future participation represented $117.3 million or 19 per cent of the actual external financing required at the start of the meeting.

135. Maritime transport was represented by only six projects at a cost of $511 million with a financing shortfall of $353 million. During the discussion of these projects there had been no information about any financing that might have been obtained between the time of preparation of the documents and the actual time of the meeting. Neither were there any new expressions of interest during the meeting in financing the six projects.

136. In the field of maritime ports the meeting had to consider 29 projects needing financial assistance of $711 million out of a total cost of $1.15 billion. During the course of the meeting, three additional projects at a cost of $16.28 million had been introduced thus bringing the cost of the ports subsector to $1.31 billion and the external financing sought to $727.28 million.

137. The cost of the projects in which donors expressed interest in future financing amounted to $60.7 million or 8 per cent of the financing expected to be financed from external sources.

138. In summary, then, the total amount of funds which donors had declared to be likely to be available if African Governments would take the necessary initiative was $178 million for the three subsectors of roads, maritime transport and ports.

139. In evaluating the results of the meeting the following factors had to be borne in mind:

(a) Although the meeting had been organized for the benefit of 16 countries, only eight were able to attend. Some of those that could not attend, such as Morocco, Sudan and the United Republic of Tanzania, had very large programmes requiring external assistance. Thus, in respect of the projects of countries that were absent, no information could be obtained on any financing that might have been secured prior to the meeting and after the documents of the meeting were prepared.

(b) EDF had made it clear that it was prepared to consider the training projects submitted (especially in the field of ports) if only the countries concerned could include them in their indicative national programmes under the Lomé II Convention.

(c) The World Bank had also indicated that many of the road projects could be considered within the framework of the highway sector loans of the respective countries.

(d) For Kenya and Uganda, it emerged that some of the road projects could qualify for the assistance earmarked under EDF's regional fund for the northern corridor in which these countries were involved;

(e) In the case of Madagascar, some port projects would likely be financed by France after the results of the study into port development, which has been undertaken with financing by France, were known.

140. In his closing statement, the Director General of Planning of the Republic of Madagascar said that the meeting constituted an important milestone in the United Nations Transport and Communications Decade for Africa, coming as it did at the end of the first phase and the beginning of the second phase of the Decade.

141. The meeting had served many useful purposes in that it had made donors and financial institutions thoroughly familiar with the prevailing transport problems of the region, and projects representing those critical problems have been discussed in depth. A positive dialogue had then ensued, mainly because of the seriousness of purpose of member States represented.

142. It was not surprising, he continued, that precise and definite commitments were not made by donors and agencies, because technical consultative meetings were not intended to be pledging conferences. However, the very positive declarations of interest made by donor countries and international financial institutions were valuable indicators that needed to be followed up with bilateral contacts. He urged countries to take the initiative and pursue the matter vigorously. He then underscored the importance of rehabilitation and maintenance projects which, he said, constituted an integral part of development.

143. Finally, the Director General of Planning expressed his gratitude to the Economic Commission for Africa for the quality of preparation and conduct of the meeting, and commended and paid special tribute to Professor Adebayo Adedeji, the ECA Executive Secretary, for his dynamic leadership and his untiring effort in pursuing the development and prosperity of Africa.

VOTE OF THANKS

The participants in the fifth Technical Consultative Meeting with donors on projects for North Africa, East Africa and the islands of the Indian Ocean, held at Antananarivo from 15 to 17 March 1984,

Considering the warm welcome and special treatment they were given by the Government and people of Madagascar,

Bearing in mind the economic crisis currently affecting all countries,

1. Highly appreciative of the typically African hospitality offered them and the facilities put at their disposal;

2. Welcome the encouraging outcome of their work; and

3. Express their gratitude to and respect for His Excellency, the Head of State, President Didier Ratsiraka and the Malagasy people for their country's priceless contribution to the ideal of African co-operation and unity.